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Inventory for Manuscript Collection MS-14

Ship *Hudson* Records

Inclusive dates: 1860-1870
Bulk dates: 1861-1867

by
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Edited by Nathan R. Lipfert

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Shelf feet: 1 linear foot
Number of boxes: 2
Accession No. 65.700

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Abstract

***Hudson* (Ship)**

Records, 1860-1870 (Bulk dates: 1861-1868)

2 manuscript boxes, (1 Shelf foot)

Ship built and owned by John Patten & Son, Bath, Maine, 1862-1869.

Records of the ship *Hudson* including vessel registrations, insurance policies on vessel and cargo, correspondence, construction accounts, account summaries, invoices, charter bills, articles of agreement, a portage bill, crew lists and crewmen wage accounts and seamen vouchers. Records are primarily construction accounts, summaries and invoices of voyages.

Donated by Ada Haggett.

MS-14. Accession No. 65.700

Related material available at repository, MS-115

Finding aid available in repository; folder level control

Added entries—persons

Potter, Jeremiah P. [Patten], *Captain*

Reed, Samuel B. [Brown], *Captain*

Added entries—places

Acapulco (MEX)

Antwerp (BEL)

Bristol (ENG)

Calcutta (IND)

Cardiff (GBR)

Liverpool (ENG)

Added entries—corporate bodies (including vessels)

Hudson (Ship)

John Patten & Son

Added entries—key terms

Invoices

Merchant seamen

Seamanship

Ship Captains

Shipbuilders

Shipbuilding costs

Shipbuilding materials

Ships

Tramp shipping

Wages

Acquisition

The Ship *Hudson* Records were donated to the Maine Maritime Museum in 1965. Early accession record is missing making the exact date of this acquisition unknown, accession no. 65.700

Provenance

This collection was donated by Ada [Minott] Haggett. Ada Haggett is the granddaughter of Charles V. Minott, Sr. and daughter of Charles V. Minott, Jr. of the Minott Shipyard in Phippsburg, Maine. She is believed to have had these records because of her mother's involvement in the Sagadahoc Historical Society, which became defunct in the early 20th century. It is believed that these records were part of the collection of that society.

Restrictions

There are no restrictions on the study use of these materials.

Physical Condition

The collection was in fair to good condition. Invoices and other papers have the usual creases and dirt. Minor repair of tears and flatting out of documents with lightly heated tacking iron is recommended.

Historical Notes[1]

The American ship *Hudson* (1862)

The ship *Hudson* was built in 1862 by John Patten & Son. It was the first Bath-built ship equipped with wire standing rigging, an improvement over hemp. With wartime pressure and the changing nature of world trade, the ship *Hudson* was a true tramp freighter during the Civil War, as were most ships of her class.. She did not have a fixed schedule or published port of calls. Once the *Hudson* left New York on December 1862 she did not return to U.S. waters until March 1866. Engaging in spot freight and picking up contracts as they became available, the ship *Hudson* traveled to the East Indies, the Persian Gulf, Australia and England.

The masters of this ship were Capt. Jeremiah P. [Patten] Potter from October 1862 until 1868 and Capt. Samuel B. [Brown] Reed between 1868 and 1869.

The *Hudson*'s maiden voyage was from Bath to New York, there loading 40,000 bushels of wheat and 3,738 barrels of flour and continued its journey to Bristol, England. As a tramp freighter during the Civil War, her port of calls were mostly in the East Indies picking up and delivering cargo such as coal, jute, rice, hay, various seeds and guano. After the Civil War, the *Hudson* more often arrived on the eastern seaboard, making port in New York, Charleston, N.C., and Philadelphia. She continued to travel to the East Indies.

Capt. Jeremiah P. Potter delivered guano to Antwerp, Belgium in May 1868. It was in Antwerp that Capt. Potter was relieved of command by Capt. Samuel B. Reed who then took the ship to Sunderland, England to load coal and took her to Aden, Arabia and then to Akyab, Burma. The ship *Hudson*, with a cargo of 18,500 bags of Rice (1672 tons) left Akyab for Falmouth, England, for orders in May 1869.

There is a bit of a mystery about the end of the *Hudson.* The *New York Maritime Register* (NYMR) published a record of its voyages in its Weekly Compendium, and carried a listing for months showing the ship departing Akyab on May 22, 1869, for Falmouth, England. On February 12, 1870, NYMR recorded that the *Hudson* had been spoken by another vessel on December 15, off the Cape of Good Hope. The following week, that part of the entry was gone, and the listing showed that the next ship down the list – a British ship named *Hudson* – had been spoken on Dec. 15, with latitude and longitude showing a place off the Cape of Good Hope. The Weekly Compendium at that time was listing four ships named *Hudson*, and evidently a mistake had been made. On March 12, 1870, our *Hudson* was listed in the NYMR as missing. That listing was continued through May 7th of that year, and after that the ship was not listed in the Weekly Compendium, implying that it was lost. The records in this collection (MS-14) indicate that Captain Reed's wife received his pay up through May 25, 1869, the time of the departure from Akyab, and that the widow of the mate received his pay through the same date. We are fairly confident that the vessel was lost with all hands on this voyage. The mystery is that *American Lloyd's Register* continued to list this *Hudson* through 1875, even indicating that she was surveyed in Liverpool in October of 1871. The *Record of American and Foreign Shipping* carried her listing through 1876, recording that survey in Liverpool and also a new sheathing of yellow metal in October of 1870. Even the *List of Merchant Vessels of the U.S.* carried a listing for this ship through 1877, and it is unusual for that government publication to include a vessel that was not currently in active service. However, the dropping of the vessel from the NYMR listing is very convincing, and we cannot really document either vessel or captain after 1869.

Biographical Notes

Capt. Jeremiah P. [Pattee] Potter was born January 6, 1823 in Georgetown, Maine. He was one of seven children of Charles Potter and Rosamond Paine. He married Lettice Zoroida Sandford on December 15, 1854. Lettice was born June 28, 1831 to parents Jas. W. and Nancy (Potter) Sandford. Capt. Potter and his wife had four children—two sons; Francis "Frank" Wilson and Harold "Harry" Jeremiah and two daughters; Helen Louise and Alice Sandford. Captain Jeremiah P. Potter was lost at sea in 1900.[2]

Captain Samuel B. [Brown] Reed was born December 19, 1829 in Woolwich, Maine. He was the son of Capt. Charles & Clarissa Hodgkins Reed. He married Sarah Elizabeth Drew (b. 09 Jul 1827), daughter of Joshua & Susan S. Drew in Bath on September 4 1856. They had six children—four daughters, Lizzie D., Theresa A, Margaret E and Susan D. and two sons—John Quincy and Samuel S. In 1865 the Reeds bought the house at 696 High Street in Bath, a house that is now (2012) an inn. The 1867 Bath city directory lists Samuel B. Reed, ship master, living at that house. The directory printed in 1870 lists the house as occupied by Mrs. Samuel B. Reed. By 1880, the family is not listed in Bath at all. The mystery surrounding the loss of the ship *Hudson* extends to Captain Reed as well. One registry, *American Lloyd's*, continued listing the

vessel, with Reed in command, through 1875. The Reed family genealogist, normally indefatigable, lost track of the family after what he called Captain Reed's death at sea.[3] The *Bath Daily Times* for January 29, 1870, carried this notice: "We learned that Captain Samuel B. Reed of the ship Hudson, who has been out nearly eight months on his passage from Akyab to a port in the United Kingdom, and for whose safety the most serious apprehensions have been entertained, was spoken last month off the Cape and all fears for his safety have been removed. Such tidings as these make happy hearts, and truly good news has come across the deep blue sea." For the reasons stated in the history of the ship, above, we believe that this was a cruel mistake, and that the vessel spoken was one of the other three ships named *Hudson* at this time. We have not been able to track the family in the 1880 census. Dr. Al Holt, genealogist for the Patten Free Library, said that the family was living at Cape Elizabeth at the time Captain Reed's estate was finally settled in 1883. Further investigation of this can be done at the County Court House.

Mrs. Reed is listed in the 1900 census as living (aged 72) at Providence, Rhode Island, with daughter Margaret, a servant, and daughter Susan, a bookkeeper, both single. She told the census taker she was the mother of six, all still living. She died in Rhode Island January 4, 1903, aged 75, and listed as the widow of Samuel B. Reed.

References

1. Martin, Kenneth R. and Ralph Linwood Snow. *The Pattens of Bath: a seafaring dynasty.* 1st. Bath: Maine Maritime Museum and Patten Free Library, 1996.
2. Jeremiah P. Potter. *American Genealogical-Biographical Index.* Middletown, CT, USA: Godfrey Memorial Library. Vol. 139, p192
3. http://www.ancestry.com. Also, Worrall Dumont Prescott. *A Genealogical Record Concerning Captain Samuel Reed and Mary Winship Reed and All of their Descendants to January 1, 1953.* [New York?] 1953.

Scope and Content Notes

The collection documents the construction of the ship Hudson and the voyages from 1862 to 1870 under the command of Capt. Jeremiah P. [Pattee] Potter and Capt. Samuel B. [Brown] Reed.

Records of the ship *Hudson* includes correspondence during construction and later while in operation, to owners John Patten & Son and Capt. Potter during his travels, insurance policies and registrations, account summaries, invoices, charter parties, bills of lading, articles of agreement, a portage bill, crew lists, wages and vouchers. Construction records include documents relating to John and Daniel Larrabee and their crew in Maryland shaping and shipping the frame pieces of white oak to Bath.

Much of the vessel's freighting business during the Civil War was done in the East Indies between Arabia and India as well as Australia and England. The charter parties and bills of lading indicate cargoes of coal, rice, guano and cotton.

Processing Notes

The majority of the papers are accounting records (invoices, bills, receipts, wages, etc.) The records already had some semblance of order so organizing the collection was not difficult. Construction accounts consisted mainly of general accounts and a number of timber invoices, freight and cargo, bill of lading, charters, and workmen wages for John & Daniel Larrabee. These invoices were initially bundled together by the creator so that were filed in the same order.

I created five series in this collection: registration, insurance, construction, correspondence, and accounts. Below is a general view on the organization of this collection

Organization of Series

Collection Title: The Ship *Hudson* Records

Series 1. Registration
Series 2. Insurance
Series 3. Construction
Summaries, owners
John and Daniel Larrabee
General
Series 4. Correspondence
General
Capt. J. P. Potter
Capt. Samuel B. Reed
Series 5. Accounts
Summaries, Capt. J. P. Potter
Summaries, Capt. Samuel B. Reed
General
Charter parties
Freight & cargo
Crew

Series Descriptions

Series 1. Registrations (1862, 1866). Registration of vessel *(Bureau Veritas)*
Series 2. Insurance (1862-1866). Insurance policies and receipts while building and operating the vessel including insurance of cargo.
Series 3. Construction Account (1860-1863). This series is separated into two groups: procuring timber for the vessel which includes all orders, freights, bills, receipts and wages paid for John & David Larrabee and their crew and basic general construction accounts including freight and cargo, bill of lading, invoices and charter parties for timbers and other shipbuilding materials, surveys and initial outfitting labor (wages). The Larrabees were the contractors getting out the oak frame and other timbers, down in Maryland.

Series 4. Correspondence (1860-66). Correspondence is separated into three groups. The first group has letters in chronological order pertaining to the construction of the ship *Hudson* and its later operation. These letters may be written either to the owners, John Patten & Son or representatives of the owners regarding the construction of the ship. The second group consists of four letters: three letters from Capt. Potter to John Patten & Son and one to Capt. Potter from [J. Baker?] disputing the accuracy of cargo receipts for guano and hay. The last file here contains the last communication from Capt. Reed.

Series 5. Accounts (1862-70). Includes account summaries of both Capt. Jeremiah P. Potter and Capt. Samuel B. Reed and then general disbursements and invoices organized by voyage. Also included are crew lists, articles of agreement, a portage bill, and seamen vouchers.

THE SHIP HUDSON RECORDS (1860-1870)
Finding Aid

Box#	Folder#	
		Series 1. Registrations
1	1	1862, 186
		Series 2. Insurance
	2	1862
	3	1863
	4	1864
	5	1865-1866
		Series 3. Construction Accounts
	6	Summaries—1862
		John and Daniel Larrabee
	7	1860
	8	1681
	9	1862
		General
	10	Oct. 1860—Dec. 1861
	11	Jan. 1862—Apr. 1862
	12	May—June 1862
	13	July 2—Sept. 5, 1862
	14	Sept. 18—Oct. 30, 1862
		Series 4. Correspondence
	15	General—1860, 1862, 1868
	16	Capt. J. P. Potter— 1863 – 1866
	17	Capt. Samuel B. Reed—1869

Box#	Folder#		
		Series 5. Accounts 1862-1870	
		Summaries—	
1	18	Capt. J. P. Potter	1862-1865 (private account)
	19		1862-1868
	20	Capt. Samuel B. Reed	1868-1870
		General—	
	21	Bath, maiden voyage, stores and outbound fees, Oct 1862	
	22	New York • Bristol • Cardiff • Muscat—Nov. 1862-June 1863	
	23	Muscat • Calcutta • London • Sunderland—Sept. 1863-June 1864	
	24	Bassein • London—Jan-Dec. 1865	
	25	New York—Mar. 1866-Jan. 1867	
2	1	Charleston, S.C.—Mar.-May 1866	
	2	Liverpool—Jul.-Aug. 1866	
	3	Philadelphia—Oct.-Nov. 1866	
	4	Philadelphia—Dec. 1866	
	5	Acapulco—May-June 1867	
	6	Callao • Chinchas—Aug.-Dec. 1867	
	7	Antwerp • Sunderland—June-August 1868	
	8	Aden • Akyab —1869-1870	
	9	Charter parties—1863-1868	
	10	Freight and cargo—1865-1869	
		Crew	
	11	Articles of Agreement, 1866	
	12	Crew list, n.d., 1865-68	
	13	Portage Bill, 1866	
	14	Seamen vouchers (Philadelphia, Acapulco, Callao, Antwerp)—1867-1868	